

control unit, with an activation control signal for actuation of the brake servo assistance unit being generated in the event measuring signals from the sensors exceed a reference value, wherein

two pressure sensors are provided and have different reference values assigned thereto, each of the pressure sensors being operatively associated with one of the brake circuits (11a; 11b), and the activation control signal is generated for temporary activation of the brake servo assistance unit for a limited time period in the event that a higher of the reference value from the first pressure sensor is exceeded and a lower of the reference values for the second pressure sensor has not yet been attained.

21. (New) Brake system according to claim 20, wherein at least one of absolute values and gradients are generated as the measuring signals.

22. (New) Brake system according to claim 20, wherein one of the reference values is generated by multiplying the first reference value by a reduction factor of less than one.

23. (New) Brake system according to claim 20, wherein the temporary activation is maintained for a limited, defined number of working cycles of the control unit and thereafter a deactivation control signal is generated for deactivation of the brake servo assistance unit.

24. (New) Brake system according to claim 20, wherein the temporary activation is maintained in the event that the measuring signal from a second of

the pressure sensors exceeds a reduced reference value during a defined number of working cycles.

25. (New) Brake system according to claim 20, wherein a deactivation control signal deactivating the brake servo assistance unit is generated in the event that the measuring signal from one of the sensors falls below a reference value.

26. (New) Brake system according to claim 20, wherein at least one travel sensor is provided for measuring the activity on the driver's part.

*27. (New) Brake system according to claim 26, wherein an activation control signal is generated in the event that a pressure gradient of one pressure sensor and a speed value calculated from successive measuring signals of the travel sensor each exceed a reference value.*

28. (New) Brake system according to claim 26, wherein an activation control signal is generated in the event that a pressure value of the pressure sensor and a speed value of the travel sensor each exceed a reference value.

29. (New) Brake system according to claim 26, wherein an activation control signal is generated in the event that a pressure gradient of the pressure sensor and a travel of the travel sensor each exceed a reference value.

30. (New) Brake system according to claims 26, wherein a deactivation control signal is generated in the event that the measuring signal from the travel sensor falls below a reference value.